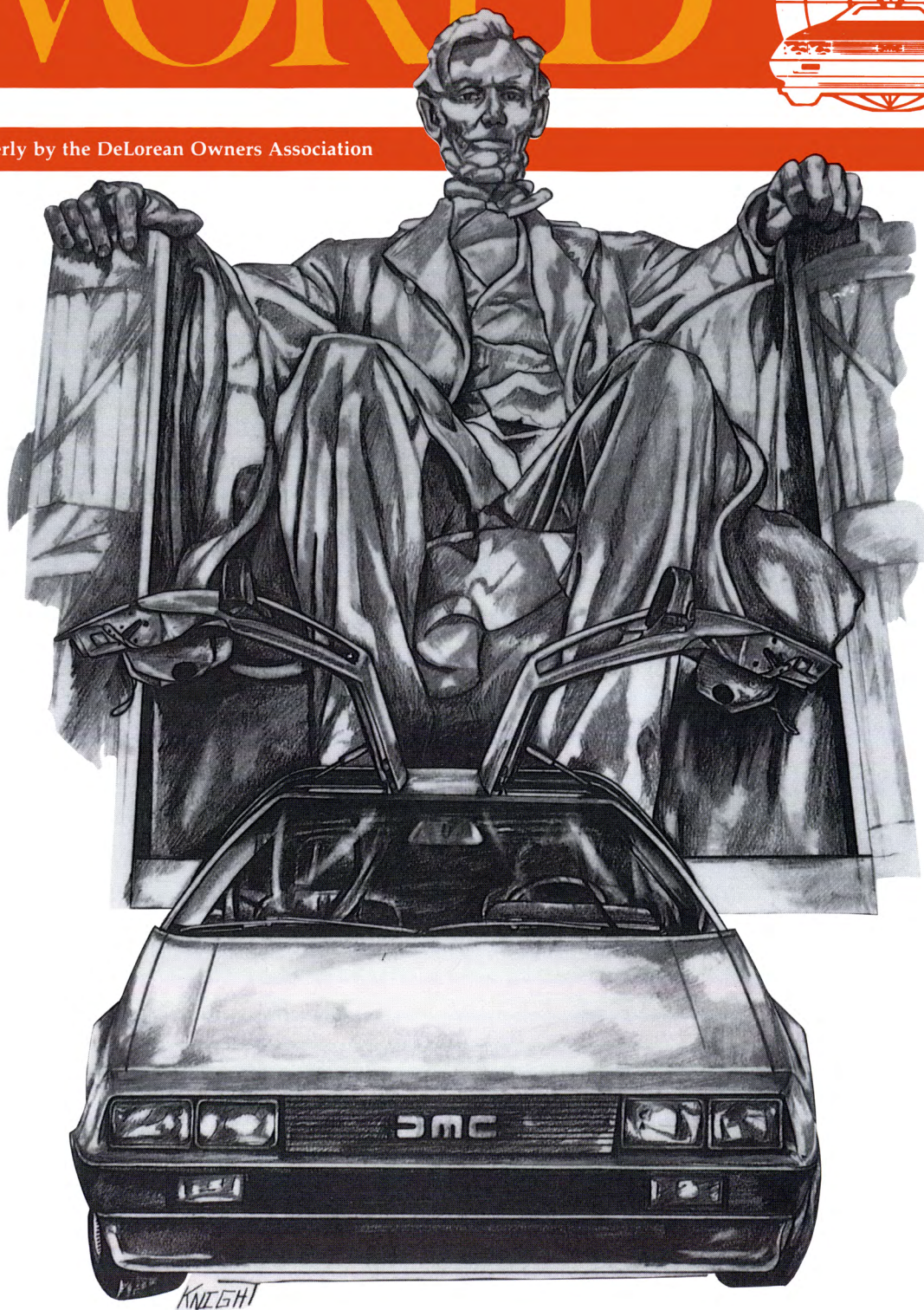


DELOREAN WORLD



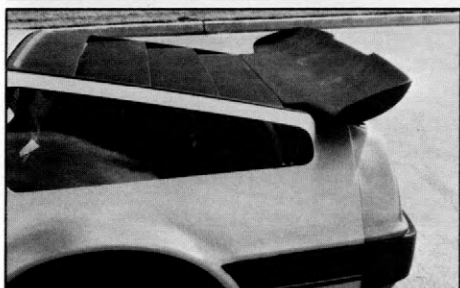
Published Quarterly by the DeLorean Owners Association

Winter 1988



DeLorean Parts

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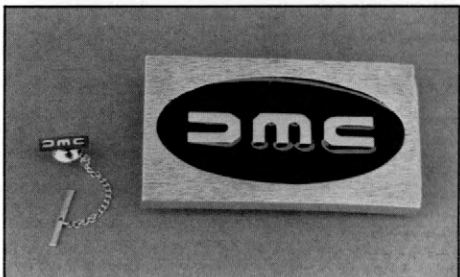
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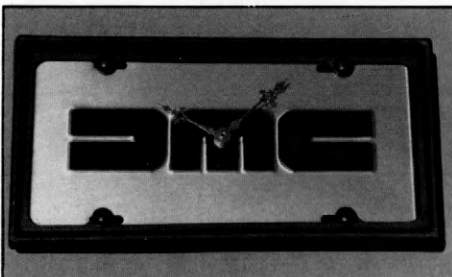
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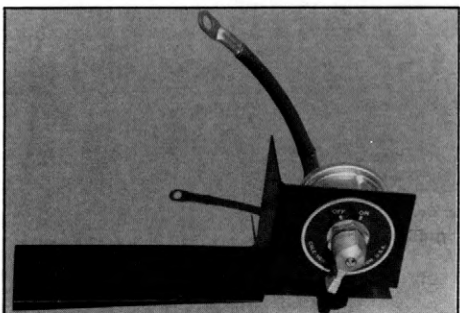
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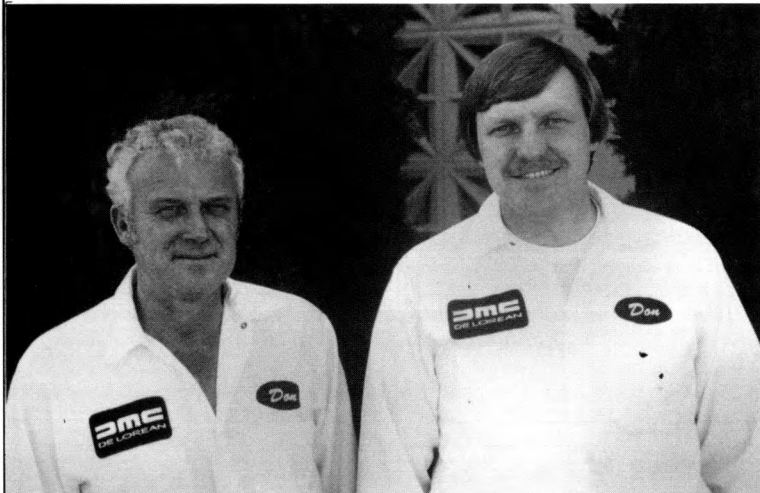
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BY KJELL MYHRE

In the first "Up Front" message by the first president of the DeLorean Owner's Association, Bob Giedeman, DeLorean owners appeared to find themselves between the proverbial "rock and a hard place," based on prevailing circumstances. The enduring message in the initial publication of the *DeLorean World* was that "we can overtake some of these problems" and under the heading of the initial "Membership Drive" D.O.A. was featured as "a club with a future ...". Following these early prophetic statements, the membership has increased to about 1,800 cars, and, assuming many members are couples, we are now at least 3,000 strong and growing.

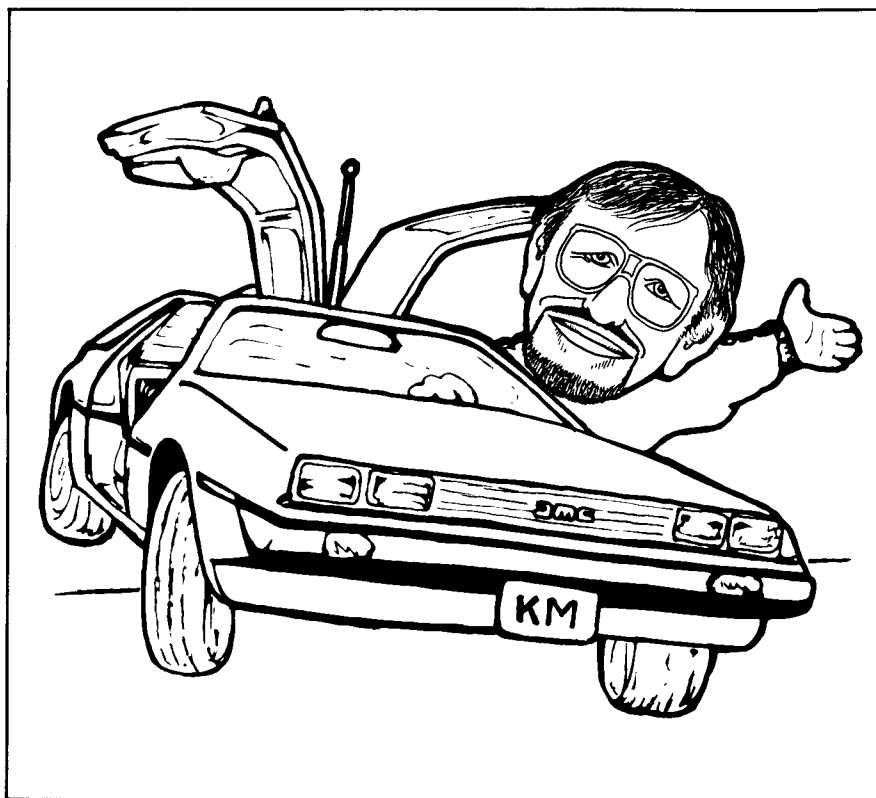
Ed Bernstein in his initial message recognized many individuals for their contribution and many of the same are still active in various capacities. We have been re-energized by additions to the Board of Directors and a continuous stream of contributions by staff, editors and photographers.

Under Gil Moreno's directorship, an impressive number of regional chapters have sprung to life in numerous states from coast to coast. In the Spring 1986 issue of the *DeLorean World*, eleven chapters were listed in the Directory.

In the Fall 1987 issue, the Directory listed 26 active regional chapters, and Gil became our new President. Concurrently, our Products Director, Geri Moreno, has promoted quality and style in dozens of desirable products and gift items for the membership. For personal reasons, Gil was unable to continue as President and announced his resignation, hence the undersigned became the replacement candidate, and was installed by the Board of Directors. Dick Shipman has assumed the position of Technical Director, and Robin McNeill is now the Advertising Director.

Of primary interest to the DeLorean owners are Tech Notes, articles from the membership on how to maintain serviceability and repair mechanical and electrical malfunctions. The resource material provided by our professional advisors has been invaluable. Sophisticated electronic devices and modifications for convenience as well as prevention of failures have been contributed by talented engineer-owners.

Tech seminars continue to be the main attraction at National conventions. A



number of the DeLorean Service Centers listed in the Directory in the Winter 1987 issue of the *DeLorean World* continue to provide information, parts, and services indispensable to the DeLorean owner.

The main ingredient in the momentum and prominence of our association and the success of its quarterly publication, the *DeLorean World*, is the people participating and involved in the multitude of activities and tasks required and fundamental to achievement, initially at the Board of Directors level, and now increasingly at the Regional Chapters. In the Fall 1987 issue of the *DeLorean World*, in the Master List of Regional Chapters, five are listed as "inactive" which means "opportunity" — an opportunity to become activated and involved in today's most unique fraternity in the world of automobiles. People's love affair with the automobile is a long recognized phenomenon. The DeLorean was conceived in conflict and pain, but was it a failure? Perhaps the future of automotive design will provide the answer. Today it is the vehicle of a movie fantasy. It may be too much trouble in a detached vehicle-owner relationship, where one would worry about get-

ting parts, etc. However, in the Winter 1987 issue of *DeLorean World*, the 1986-87 Service Directory lists 55 service facilities specializing in DeLorean service and repairs. The traditional cooperative relationship of the association and the many service facilities will continue to be promoted for the benefit of the membership. For the service establishment, better service at competitive prices is the key to success, and specialization on DeLoreans is definitely more exciting than ordinary automobiles.

Of the many who have made an extraordinary contribution in terms of time and effort on behalf of the DeLorean Owners Association, not only does the list of names in the Board of Directors deserve recognition for their dedication, but so do D.O.A. members who have contributed articles in the *DeLorean World*, and Regional Chapter Coordinators for their increasingly important role in creating a larger association of national dimension. Through your dedication and involvement we will reach a goal of at least 2,200 DeLoreans with owner companions for 1988.



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FALL NATIONAL CONVENTION
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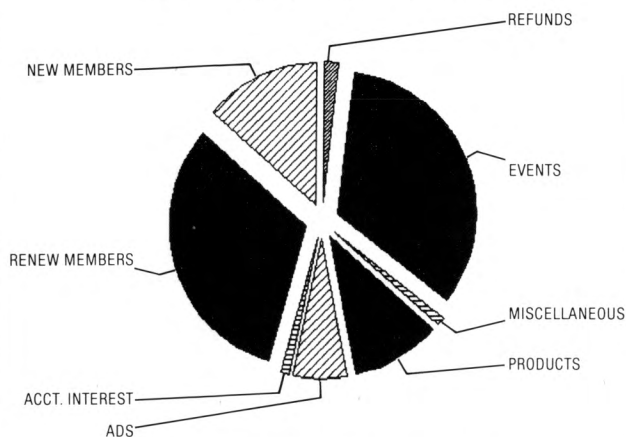


TREASURER'S REPORT

BY JOAN TRUSCOTT

Treasurer

DeLorean Owners Association 1987 Fourth Qtr. Income

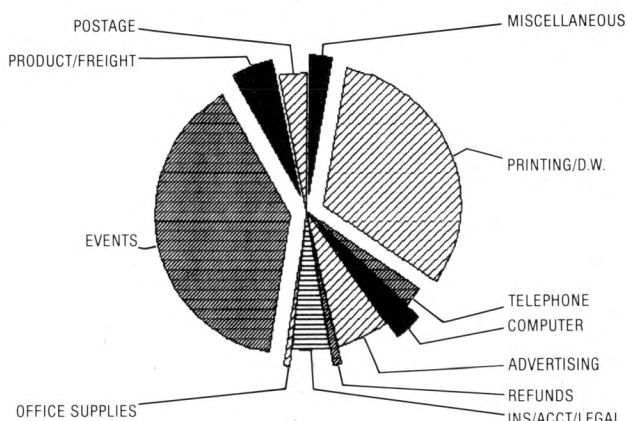


1987 Fourth Qtr. Income

Events	\$47,854.00	=	33.80%
Ads	\$ 9,091.00	=	6.30%
Refunds	\$ 2,600.00	=	1.70%
Renewed Members	\$46,053.00	=	32.00%
New Members	\$19,748.00	=	13.70%
Products	\$15,247.00	=	10.50%
Account Interest	\$ 1,396.00	=	1.00%
Miscellaneous	\$ 1,415.00	=	1.00%

TOTALS **\$143,404.00** = 100.00%

DeLorean Owners Association Fourth Qtr. Expense



1987 Fourth Qtr. Expense

Postage	\$ 4,719.00	=	3.39%
Telephone	\$ 3,280.00	=	2.35%
Printing (DeLorean World)	\$44,111.00	=	31.64%
Events	\$54,598.00	=	39.16%
Products/Freight	\$ 7,029.00	=	5.04%
Computer	\$ 4,515.00	=	3.23%
Advertising	\$ 8,613.00	=	6.27%
Office Supply	\$ 1,027.00	=	0.73%
Insurance/Acct./Legal	\$ 6,213.00	=	4.45%
Refunds	\$ 1,329.00	=	0.95%
Miscellaneous	\$ 3,890.00	=	2.79%

TOTALS **\$139,324.00** = 100.00%

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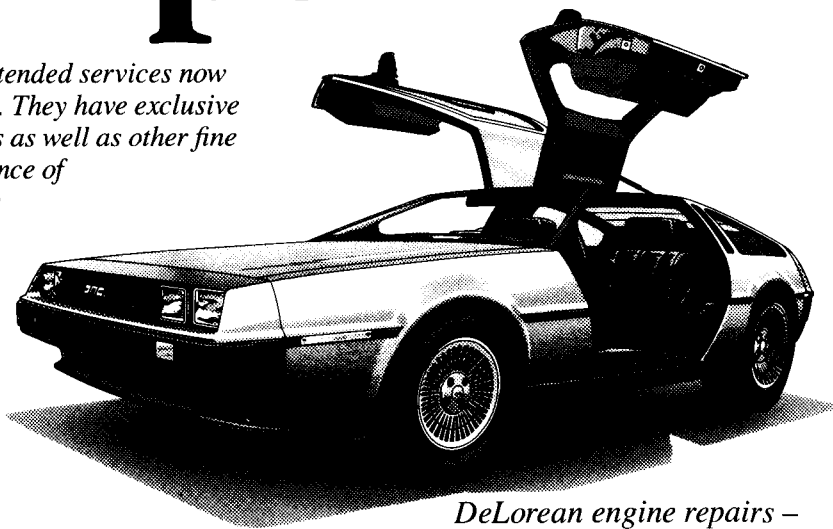
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Area Regional Chapter 12

by Bill Johnson

Friday evening, October 30th, over 100 members gathered for a weekend in the country...the wine country of central California's picturesque Santa Ynez Valley.

The first stop on the agenda was a wine tasting party in our chapter director's huge hotel suite.

The hub of the Festival's activities was the Holiday Inn in Buellton. But this was not your run-of-the-mill Holiday Inn. Not by a long shot. Millions and millions were spent by a local rancher to make the hotel a real showplace.

Bright and early, Saturday started with a rallye consisting of several stops along the way and a tour of the Firestone Winery. Firestone is the crown jewel of the wineries in this region. Built by a descendant of the Firestone Tire family, it is the most elaborate and largest winery in the area.

After the tour, everyone had a quick lunch then returned to the hotel for a tech talk. As is always the case, Don Steger, the National Professional Advisor, did a top flight job of covering pertinent technical details and answering questions from the audience. The tech talk flew by and before long it was time to get ready for the big night.

The evening began with a very colorful and extensive display of products from DeLorean-related suppliers. Parts, accessories and even a full rolling DeLorean chassis held the crowd's attention until the buffet opened.

After dinner, the program took off with introductions of chapter and national board members, then moved into the



Halloween Mask Contest. Kristie Carmody won "funniest" with her terrific Spuds McKenzie mask and costume. Keeping it in the family, Kerry Carmody won "most outlandish" with his spitting

image of Hulk Hogan and "scariest" went to Bill Lai who good-naturedly entered without a mask and ended up winning.

Last came the raffle which included many prizes donated by the suppliers, portable TV's and a return weekend at the hotel.

Sunday found different groups touring the wineries and shopping in Solvang, a re-creation of an old-fashioned Danish town.

Chapter 12 would like to thank all of the members who helped organize a highly successful weekend and the participating suppliers which included: DeLorean One, DeLorean Motor Center, J & J Enterprises, The Association, Island Turbo, Peter DeForest, Inc., and David Soberanis, Inc.

MORE REGIONAL NEWS (PAGE 10)



The DeLorean Motor Center Gang



DeLorean One Booth

Area Regional Chapter 13

by Jim Dale

Chapter #13, Missouri, held its first meeting in October at Mexico, Missouri. Five cars showed up and everyone had a great time just relaxing and talking about their "D's."

Jimmy "The Man" Hicks drove in from Blue Springs, Missouri in his super customized DeLorean.

Our second meeting was held on Dec. 6 in St. Louis with the intention of electing officers.

Anyone interested in becoming involved with Chapter #13 activities, feel free to call Jim Dale at (314) 348-3970 any time.



Don Curtis, Brad Mills, Jim Dale, Jimmy Dale and Jimmy Hicks from Chapter 13.

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SHIFT BOOT COVER -

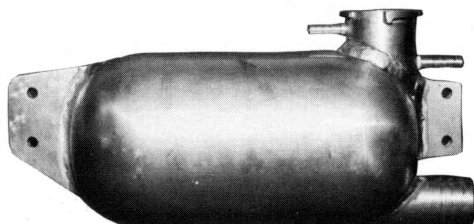
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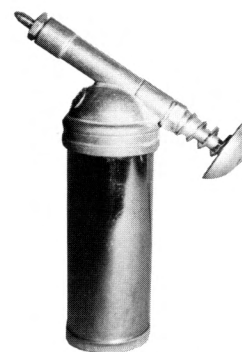
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Area Regional Chapter 16

By Paula G. Kubiak

Set on the grassy lawns overlooking the Potomac River is the Grey-stone Mansion that houses the Bavarian Inn of historic Shepherdstown, West Virginia. DeLoreans rallied their way to the antique filled Inn on October 4th in Chapter Sixteen's Second Annual Poker Rally. The oldest town in West Virginia (first settlement was recorded in 1730) provided an almost "Back To The Future" background for all those DeLoreans parked in front of Chalets on the colorful Fall afternoon. The rally began in Rockville, Maryland, and included a stop at and ride on White's Ferry across the Potomac River near Leesburg, Virginia. The cable drawn ferry could



carry eight DeLoreans!

If the cold, windy morning beginning of the rally was evident by the winter coats and Vernon Rick's DeLorean jacket, it was also shown by the sagging doors of our cars. However, by the time we all figured out

that Steve Kubiak meant East instead of West and Bypass instead of Business Route on his directions, the weather had turned into a warm enjoyable day and our doors were staying open for all the spectators to enjoy!



MORE REGIONAL NEWS (PAGE 12)



New Chapter

DeLorean Owners meet to establish a regional chapter in West Virginia.

Area Regional Chapter 17

by Vijay Ramamoorthy

Watch for the Chapter 17 newsletter "Silver Wings." Goals of our newsletter are to inform chapter members about upcoming activities, provide technical tips, and to share ideas and experiences about our DeLoreans.

On November 14, 1987, Chapter 17 held a mini convention at the Ramada Renaissance Hotel in Walnut Creek, CA. Fifty-one people turned out to hear a technical seminar presented by DeLorean One of Canoga Park, CA. Members also enjoyed a products faire, a raffle, and a talk by Peter Mueller, designer of the next DeLorean.

Area Regional Chapter 22

by Dick Crawford

NEWS:

Andover, MA—On Sunday, November 22, 1987, we held our First Anniver-

sary Luncheon. Chapter 22 was organized exactly one year ago and had grown from 32 members to more than 105 members. We met at Le Biftheque restaurant where we had reserved a private room. The management and staff at the restaurant were very nice and we heard nothing but praise for the meal.

After dinner Rob Grady of P.J. Grady, Inc. was introduced. Since he is a DeLorean specialist, and you know there is a lack of qualified DMC mechanics in the region, he was immediately deluged with questions. He did an excellent job during the question and answer period helping people solve their "little" problems. We had asked Rob to bring a supply of parts that people most often need. No store exists around here that had all the stuff that Rob had available. From what I could see, everybody bought something.

The most talked about car at the meeting was the one owned by John and Joan Shaw. John has taken two damaged cars and made one good one out of them.

Because some blemishes remained in the steel of the finished car, John decided to paint the car. What most people didn't realize was that John had done all the work, including the painting, himself. It came out beautiful. Now John has a Twin-Turbo DeLorean he is rebuilding and wants to sell this car. If you're interested, you can give him a call at (617) 352-3089. Then when someone says "Who owns the RED DeLorean?" it will be you who stands out from the crowd.

EVENTS:

1987 IN REVIEW—We had a pretty good first year. When we held our first directors' meeting back in March we weren't sure what amount of participation we would see from the membership.

We were very pleasantly surprised at the Newport Motor Car Festival when the DeLoreans started rolling in. We had enough to have a class of our own. Rob

Grady was drafted as the judge. First Place went to Ed Nieburger and Second Place went to John Cabral.

The next event was the Summer Bar-B-Q at Lake Winnisquam, NH. Quite a few people showed up that hadn't been to one of our events before. Hopefully more and more people will become regulars.

The third gathering we had was to go to the Colling's Car Museum in Stow, MA, along with the Rolls Royce and Corvette Clubs. The collection was very impressive and we will probably be going there again.

FINALLY:

A point of recognition. Bob Longuemare has been our President since the inception of the Chapter. He has done a great job to help organize the Chapter

and get things rolling. He has even put up the money to buy envelopes, postage and DOA products when the Chapter cash box was empty. Thanks for everything, Bob.

For the next year Bob and I will be swapping jobs. As of January first, Bob will be the Vice President and Treasurer and I will be the President. As always, if you have any comments or suggestions, you can get in touch with either one of us.

Dick Crawford - (617) 665-6050 (H);
(617) 722-6060 X301 (W).

Bob Longuemare - (717) 848-3313 (H);
(617) 265-5828 (W)

Bob and I wish you Happy Holidays
and all the best in the New Year. 

CHAPTER DIRECTORY UPDATES

Chapter #22

NEW DIRECTOR:

Dick Crawford
32 Adams Street
Melrose, MA 02176
Res: (617) 665-6050
Bus: (617) 722-6060

New Hampshire,
Massachusetts,
Maine

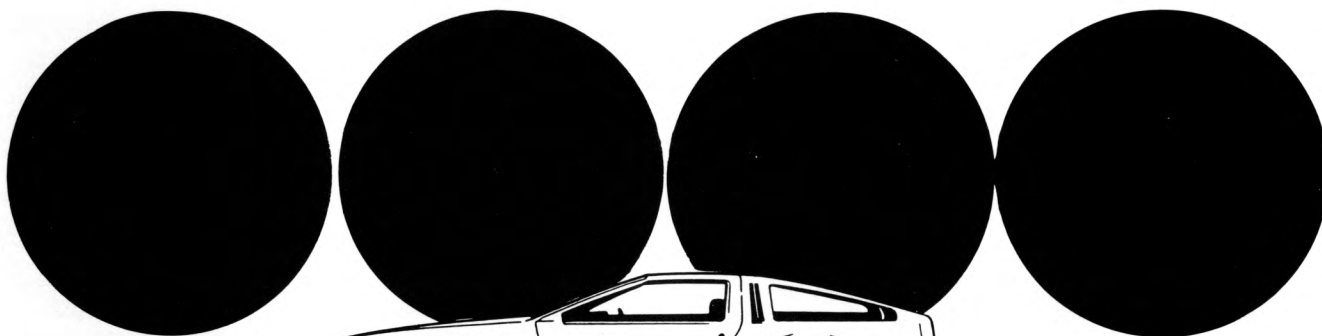
Chapter #25

DUE TO THE
UNTIMELY PASSING
OF TOM COPELAND

John Long
2811 Selma Lane
Dallas, Texas 75234
Day (214) 631-7900
Eve (214) 243-3762

Dallas, Ft. Worth

MORE REGIONAL NEWS (PAGE 15)

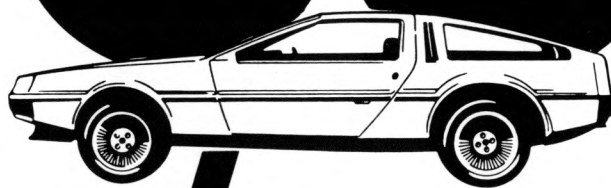


DELOREAN PARTS

PURFLUX OIL FILTER - FRENCH MADE ORIGINAL EQUIPMENT - WILL PREVENT DAMAGE TO EXPENSIVE OIL SENDER. **\$7.95** EACH OR BUY A 6 PACK FOR **\$39.95**

C V BOOTS - REPLACE THOSE OLD WORN OUT RUBBER BOOTS BEFORE YOU HAVE TO GO FOR THAT EXPENSIVE CV JOINT & SHAFT. IF YOU STILL HAVE THE ORIGINALS, YOURS ARE PROBABLY DUE! **\$19.95** EACH.

WATER PUMP HOSE KIT - PERMANENT REPAIR FOR THAT CRONIC LEAK UNDER YOUR INTAKE MANIFOLD WHICH WILL REOCCUR WITH THE ORIGINAL EQUIPMENT HOSES. THIS FIX COULD SAVE YOUR ENGINE.



J.P. enterprises

THIS COOLING SYSTEM IS CRITICAL! **\$9.95** SPECIAL INTRO OFFER.

ORIGINAL EQUIP. DELOREAN SPEEDOMETER DRIVE GEAR BY SMITH'S INDUSTRIES NO LONGER IN PRODUCTION. BUY NOW WHILE SUPPLY LASTS. SPECIAL LIMITED TIME OFFER! **\$9.95**

EXOTIC PARTS

WE ALSO HAVE PARTS AVAILABLE FOR THESE EXOTICS, FERRARI, MASERATI, LAMBORGHINI, PEUGEOT, & JAGUAR. PARTS + ACCESSORIES FOR CUSTOM RESTORATION. N.O.S. FOR OLDER EXOTICS.

Parts Broker - If I don't have it, I'll find it - for the right price! I'll do the leg work & save you the time.

BOSCH ORIGINAL EQUIPMENT BLADES \$14.95

NEW TWIN BLADES \$39.95

OIL DRAIN PLUG TOOL \$9.95 SPECIAL!

USED AND NEW PARTS AVAILABLE (SHEET METAL, GLASS AND REPAIR ITEMS).

EUROPEAN CLASSICS REPAIRS

SOME MASERATI SPECIALS

OIL FILTERS \$7.49 EA.

AIR FILTERS \$8.69 EA.

BRAKE PADS - FRONT \$37.00

REAR \$36.00

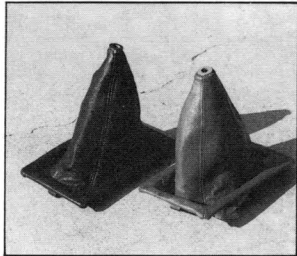
To order Mail check or money order to

A. Perotta
95 SEAWANHAKA AVE.
LAKE GROVE, N.Y. 11755

Add \$3.00 shipping and handling on orders \$10.00 and over

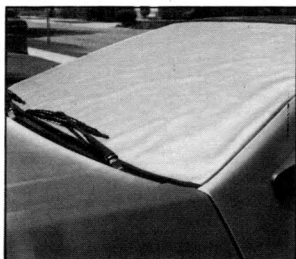
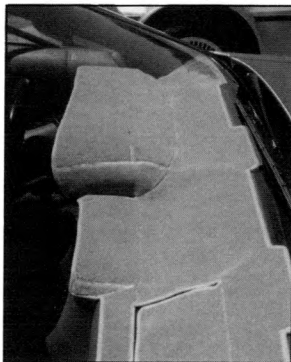
DeLorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262



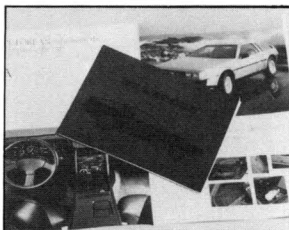
SHIFTER BOOT—Exact replacement that WON'T SLIDE AROUND! Steel base and Cabrette Leather. Black or Gray (Easy installation). \$79.95

DASH COVER—Protects the dash from the sun's harmful rays. Finely crafted for a perfect fit. Attaches to the dash with velcro strips. 3 colors available: • Light Gray (Headliner color) • Medium Gray (Recommended) • Dark Gray (Early Cars). \$39.95.



INTERIOR PROTECTOR—Keeps sunlight out of the car completely. Fits on the outside of the windshield and locks thru the doors thus eliminating heat as well as damaging ultra violet rays from entering your car. Cotton back so it won't scratch! Rolls or folds up for easy storage. \$39.95.

ORIGINAL DELOREAN BROCHURE—Original full color brochure that came with the car. 16 pages with 2 large, fold-out color pictures of the car. \$8.95 ea.



Send for a free catalog.
Send check or money order to:

TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

(CA residents add 6.5% sales tax)
Add \$3.00 (UPS) shipping and handling

SATISFACTION GUARANTEED

Overheated

Richard D. Kibbey, Stuart, FL



These photographs show DeLorean remains from a fire that occurred a few months ago in Indiantown, Florida, while the owner of this DeLorean was driving through the area. The owner lives in New Jersey, and I had written a letter to them asking them for a comment on how the fire started to better be able to protect my vehicle. To date I have not received any response, and perhaps the name I was given is incorrect.

In any event, I have attached the negatives to this letter so that the *DeLorean World* may publish one or more of these shots in conjunction with a warning to owners for the need to replace relevant relays, switches, etc. The account I have received from the wrecker department was that the fire started suddenly and was not a result of any collision with other vehicles.

MORE CHATTER ON PAGE 16

Area Regional Chapter 32

Saturday, October 31, 1987, was not necessarily a "RED LETTER DAY" in Hurricane, West Virginia, but rather a "STAINLESS STEEL DAY." It was the initial (ORGANIZATIONAL) meeting of the new chapter 32 of the national DeLorean Owners Association.

The big day was the product of an idea originated by two DeLorean owners, Matt Gilberto, an owner since 1981, and Ed Guenther, a new owner in 1987. Ed attended an owners meeting in Atlanta, Georgia, in June 1987. Upon his return, Ed suggested to Matt that they organize a regional chapter including West Virginia, Eastern Kentucky and Southeastern Ohio. Believe it or not, they discovered a total of five owners in Putnam County, West Virginia, population 42,000. This area does not include Charleston, West Virginia, the state capital, or Huntington, West Virginia, the state's largest city, both of which had DeLorean dealerships in

MORE REGIONAL NEWS (PAGE 31)



Ed Guenther

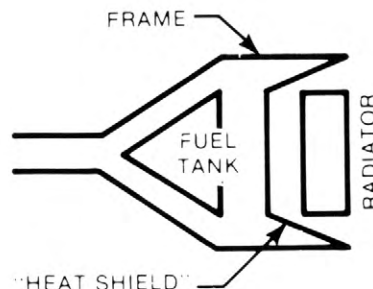
Fuel Pump Troubles?

Problem: My Delorean has a growling noise which seems to come from the dash. This noise is worse with the A.C. on or while driving in stop and go traffic. I replaced the fuel pump but the noise came back. The noise is always worse when the gas is low. What can I do to stop this irritation?!

Solution: Install the "HEAT SHIELD" sold by Bauerle Automotive!!! The problem is caused by super heated radiator air blowing on the fuel tank and fuel pump. This overheats the pump. This noise is worse when the fuel level is low because the cooling effect of the fuel is reduced. The "HEAT SHIELD" re-directs the radiator air down and under the car and does not hinder cooling system performance. Proven in 26 months of use. The price is only \$16.75** for a renewed enjoyment in driving.

order from: Bauerle Automotive Inc.
4211 Radnor Rd.
Radnor, Ohio 43066
614/595/3348

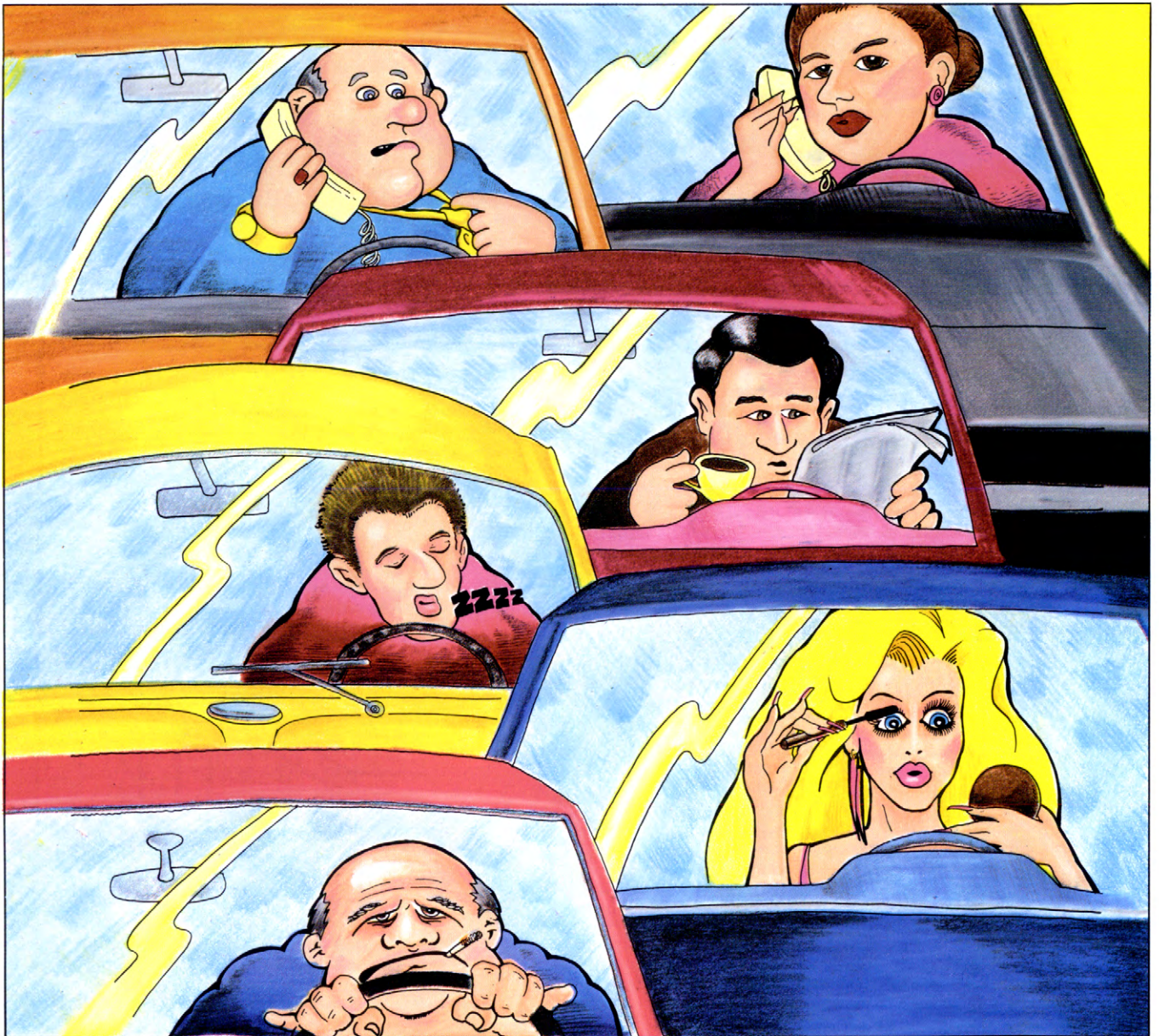
** add \$3.00 for shipping
 Ohio residents add 92¢ sales tax



We also do quality Delorean maintenance and repairs!

FREEWAY

by Michael Burgess
Edited for DeLorean World by Kay Myhre



"What irony. People notorious for living in the world's capitol of change and fast living are captives in their own cars."

Freeways? They were originally intended to move automobiles along at a fairly quick speed. Instead, they have become slowly undulating masses of steel strung together in an endless chain of millepede-like body segments. Usually, but not always, they are separated from one another by a variable margin of air and light as the cars halt and lurch along at a pace which makes a prairie schooner seem fleet.

The mere act of keeping one's distance, however small, commands this driver's full attention. Things change as rapidly on the freeway as anywhere else imaginable: one second doing a full 2 (two) mph then ZAPPO, a pair of red taillights about to devour one's grille and closing fast. I often wonder how automobile insurance agents can justify such high premiums when the insured seldom exceed 5 mph.

It is a test of human ingenuity to remain sane out there. If bumper stickers and personalized license plates with literary masterpieces inscribed on their frames and dangling yellow signs which lie about the occupants and who is in the trunk were not meant to be read... then why are they there? I conclude that they exist for my mental health. Unlike some who can read from whole books and drive at the same time, I must limit myself to smaller volumes, 4-5 words max.

In flights of fancy, I imagine what the person inside a car is like, bearing a plate saying "GUT DOC," "RARE GUL," "PERFECT," "RUST NOT," "DLIRIUM," or "TOWRMAN." Fancy gives way to intrigue and I must look at the driver. ZAPPO and closing fast.

What famous person is in that limo... probably sipping a martini and caring not at all about the 15% reduction in engine efficiency resulting from conditioned air? Fantasy aside, I must cast the pointless glance into the impenetrable tinted window, then ZAPPO...!

CONTINUED ON PAGE 22

The DeLorean Movie



You may or may not see it.

Century Productions, a British documentary production company, is touring the country talking to DeLorean owners and J. DeLorean cronies.

They're compiling a documentary on Mr. DeLorean with the intention of selling it to the BBC and possibly the PBS.

About 30 cars gathered, at the producer's request, at a park in Westwood, Calif. in early October. The purpose was to "stage" a concours and make DeLorean-related comments on camera.

Board members Dorothy Bradley, Geri

Moreno, Mary Lou Knudson, Dick Shipman, Gil Moreno and others were interviewed as to their opinions of the car and DeLorean himself. Both came out unscathed.

At that point in time, the documentary was not named but the director was leaning toward calling it "DeLorean"... not too creative, but logical.

In any event, watch the TV listings for a film of this type. The producer was nearly certain that the American would buy it. On the other hand, that's what John DeLorean thought about his cars, too.

Setting the Pace

by Kerry Carmody



Is this 1956? Could that be Michael J. Fox stepping out of his "Back to the Future" DeLorean? No! That's Joe and Connie Pace and their "Back from the Future" one-of-a-kind DeLorean. Joe Pace, the owner of Pace's Body Shop in Kansas City, MO, has set out to make the family car look and perform like the DeLorean in the movie for his son, Joe Jr. Boy! What a car!

This DeLorean's dash features a digital readout board; there is a flux capacitor between the seats with interior and exterior lighting system. Also featured are an overhead and lower light console, various gauges and meters and over 2000 feet of wires. Along with a telephone, talking clock and talking alarm, new additions include a VCR, color TV, CD player, a three amplifier 650 watt stereo system and a talking radar detector. If this is not enough, for special effect, CO₂ freon can be shot 15 feet out of the turbo thrust boosters.

Joe and Connie Pace's DeLorean has been valued at over \$100,000; and you thought you had insurance problems! To not hurt the value of the car there are no holes drilled inside or outside the car. Everything was installed on the car with two-sided tape and nylon ties. It can all be removed in about two hours, resulting in a "normal" looking D.

The DeLorean is used for many functions such as grand openings, fund raisers, birthdays, promotions, etc. The car draws attention wherever it goes, which is no surprise. This year the Pace DeLorean also has taken first place in its division at a car show.

To quote the Pace DeLorean's license plate, we are "OUTATIME." So if you see a radical looking DeLorean really flying down the highway spewing gases from its turbo thrust boosters, please wave, it's Joe and Connie returning "Back from the future."

Care and Maintenance of the DeLorean Driver Pump

by Jose G. Lipana, M.D.

The DeLorean driver pump is the most fragile and important component of the car. Failure of which is catastrophic and fatal especially when the car is in motion. Unfortunately, your friendly mechanic cannot service or repair it. It is located in the left side of the chest. One has to open the chest to get into it. For technical reasons, the repair is a little involved and definitely not for do-it-yourselfers. The pump is repairable sometimes. It can be replaced sometimes. To date, however, there is no satisfactory replacement.

The pump itself is truly a work of art. Considering it pumps at an average rate of 70 beats per minute, 60 minutes per hour, 24 hours per day and lasts for more or less 70-some years and even a century in some cases. As such, it will outlast your car for all intents and purposes. How long yours will last depends primarily on your genes. If you are lucky to have the gene of long-livers, then your pumper is likely to pump merrily for a long time. Otherwise, the battle is uphill. It is therefore critical that one carefully chooses parents with good genes. Like everybody else, you did not know this prior to this article, so you're stuck with what you got and you have no other option but to maintain what you have.

The purpose of this communication is to make you and/or your loved ones aware of the things that can tilt the odds in your favor. Besides genetics, as mentioned above, the second risk factor is cigarette smoking. Statistically, those who smoke have about six times more chances of pump failure. It is directly related to the number of packs of cigarettes smoked per day. Obviously, stopping cigarette smoking would remove this risk factor. It is easier said than done. Some can quit cold turkey. Some have a harder time than others. There is no easy method that works for everybody. People smoke for a multitude of reasons. Whatever it is, it involves emotional and physical addiction. There is chewing gum that works for some as far as nicotine addiction is concerned. A head shrinker may be necessary for some with regard to the emotional aspect. Whichever method works would be beneficial, for use.

The other risk factor is the level of cholesterol in the blood. Cholesterol is a lipid

CONTINUED ON PAGE 23

DELOREAN WORLD/WINTER 1988



The Association Lands in New Zealand

The DeLorean Owners Association has spread its wings ever farther to now include New Zealand. A full 50% of the DeLorean owners in New Zealand now belong to our Association, which is quite an achievement, even if it is only one of the two DeLoreans believed on the roads within the country.

The pride of Christchurch, New Zealand, Mr. C. J. Kindt has exhibited his black DeLorean, which he calls "Son of Kit," at local shopping malls and his DeLorean has been featured in both Christchurch newspapers, "The Press" and "The Evening Star." We welcome Mr. Kindt to the DeLorean Owners Association and issue this challenge: Seek out that other DeLorean owner and tune him in to our Association. Not only would you have formed our first international regional chapter, but we would love to attend a convention in beautiful downtown Christchurch, New Zealand.

Crash Test

by David Knudson, National Publicity Director

Bang! Jolt! All of a sudden, I found myself in the middle of a busy Los Angeles intersection.

A pickup, traveling at a fairly good clip had just catapulted me over twenty-five feet into cross traffic.

Legs wobbling, I pulled the car over and began to walk to the rear of my DeLorean, expecting thousands of dollars worth of damage. Believe me, this was no tap on the back bumper. That truck had really slammed into me.

The other driver ran over to me rattling on in Spanish, making the point that he didn't understand (or didn't want to understand) English and that he had no insurance.

When I reached the rear of the car, to

my amazement, there were only two small creases in the bumper, and by the end of the day they had completely disappeared. Incidentally, the front of his truck including his enormous chrome bumper, had suffered noticeable damage.

Not being a techy, I have no idea how a DeLorean can take such an impact and come out unscathed.

Just this morning I talked to a friend who experienced what seemed to me to be an impact of about the same magnitude. Results . . . \$2500 damage and internal injuries.

Does anyone know what unique design enables the DeLorean to survive such a collision?

MORE CHATTER ON PAGE 22



"You name it, we have it."

Millie Bernstein

"I coordinate and ship the telephone orders at DeLorean One. Things can get pretty hectic because an average day means shipping out about 40 orders.

"Customers who call in for the first time are usually surprised by two things. First, that we have what they're looking for. Second, how quickly they can get it.

"Probably one of the biggest myths about the DeLorean is that you can't get parts. DeLorean One has everything. In fact, if a part has become obsolete, we have it built. We work with manufacturers in the U.S., France, England and Germany.

"You get your order quickly because it almost always goes out the day you call it in.

"For example, last week I got an out-of-state call from a customer who absolutely needed a clutch plate that day. So, we sent it by messenger to the airport, it went out on the next commercial flight, and he had it that afternoon.

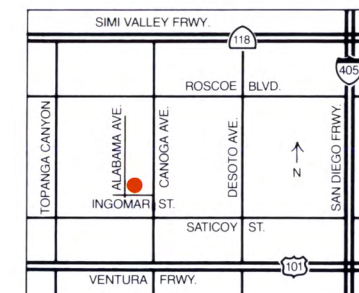
"It's nice to know everything we send out is guaranteed, too. One hundred percent. If there's something

wrong with a part, we'll give you your money back or send you another one.

"So, the next time you need a part, give us a call. We'll make sure you get exactly what you need, when you need it."

Call our toll-free hotline
(800) DMC-HELP *(outside California)*
(818) 346-9000 *(inside California)*
21417 Ingomar Street, #6
Canoga Park, CA 91304

- All DeLorean parts and accessories shipped anywhere
- Complete service center




DELOREAN ONE

FREEWAY (FROM PAGE 16)

Near hits notwithstanding, (the nature of their causes are well known to my brave colleagues on the road), I've been watching as other uses of the car on the freeway develop. I don't have a car phone. I don't even know if I want a car phone. As my adventure on the freeways continues to season with daily practice, I sense that I will need one if only to call ahead that I'm in traffic and will be late. Again!

As car phone antennae blossom, so it seems we are coming to accept conditions on the freeways and finding ways to accommodate the effects of glut level human crowding in large urban centers. There is opportunity lurking here, though. Soon all cars will have phones and their drivers will simultaneously be calling their offices about traffic near local airports and their impending lateness. Imagine, over a million car phones on hold or getting a busy signal, as the circuits sizzle before the onslaught. A new form of mobile long distance communication soon will be needed.

So far, all I surmise from cars with phones is that the talker is unable to sit straight upright. Car talkers lean way over, usually toward the center. Orthopods and chiropractors listen up.

Also, there is an inverse relationship between auto speed and some things being said on the car phone. Fertile ground for imagination. Money, sex, power, no sex. The more money discussed, the nearness of a rendezvous, the sureness of position, the length of an impending dry spell, all cause car phone talkers to speed up, then slow down and make lazy half lane changes. In summary, intense conversation on a car phone while traveling at up and down speeds causes severe freeway driver uncertainty, so keep it simple. OK?

I saw my first ever driver do it with no hands. Of course she had hands but they were on the back of her head. On the steering wheel, no hands! Some new device I haven't heard about, no doubt.

On the way to work I saw a woman in the car on my right with her hair in curlers. It was of no small interest to discover she was dressed to a "T." Maybe business. A conundrum. "Had she forgotten about the curlers?" I wondered, as her lane sped up to 4 mph leaving me and mine in the dust.

During a lunge in my lane I caught up and noted that half her head looked normal. She had shoulder length, reddish

"I wonder if men who shave in the car get stubble behind their collars?"

hair on the done side. Again she disappeared and reappeared this time with makeup complete. Cover Girl! Wow! I wonder if men who shave in the car get stubble behind their collars?

Early morning drivers will do just about anything for an extra five minutes in the sack.

On most days I must be on the road by 0500. Barring a mysterious event to slow the pace, I can make work at a speed I set. But just let me hit that sucker freeway at 0505 and it's a crap shoot.

It's really quite interesting to contemplate the impact our freeways have on life. Example. My position within my company is limited by where I live, where I work, and the freeway. The distance is nearly 60 miles, or under an hour doing 65 mph; the outer limit of acceptable in my job. That is achievable from about 0200 to 0530. The rest is bad news—worse news ranging from 1.5 hours minimum to four, count them, 4 hours one way.

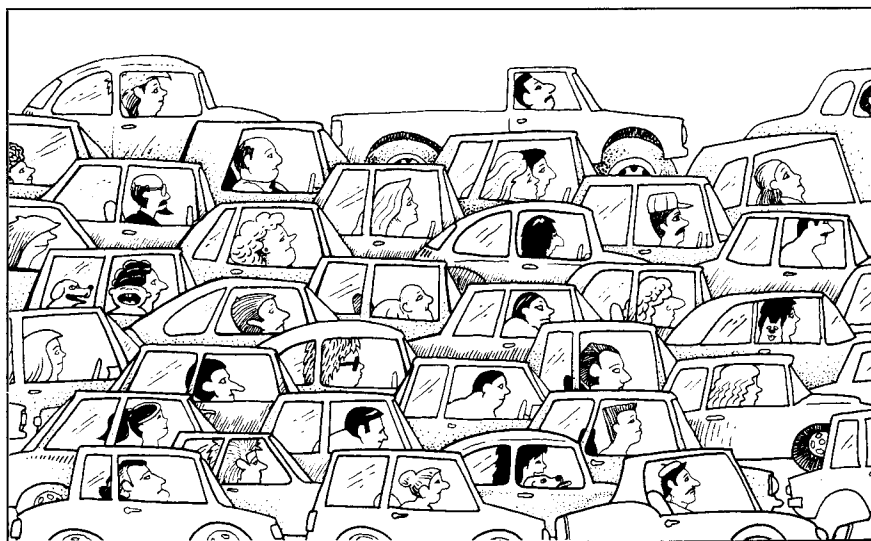
Certainly I recognize my option to move, but to me, freeway crowding is the reason I must consider it. On days when I start out about 0700, I commit 1.5 to 2 hours to my trip. Often it's the same going home. Four hours per day is 750 hours

per work week year. That's equivalent to about one month.

The hobbyist photographer's eye in me is always looking for great images. If I spot one, it's usually during the first 10 minutes on the road. After that, I'm too stressed out to notice. Our collective autos sometimes make striking content and pose some complex phototechnical challenges. If ever I record on film the scenes I've noticed so far, they will be spectacular, indeed. Problem is, I'd have to stand in the middle of the fast lane to get the shots. The phototechnical challenge, at least, is evident.

Finally, everyone's got problems. Lots of folks get on the road with their problems which contribute to just make things worse. It is stressful business to drive on busy freeways. What irony. People notorious for living in the world's capitol of change and fast living are captives in their own cars. I sometimes feel like a prisoner for I am unable to leave my cell until I've done daily hard time. So when some self appointed keeper of the speed decides on 50 for the fast lane, I'm usually short on kind thoughts toward her or him. They extend my sentence. Is there no early parole for good behavior any more?

I do hope conditions on the freeways ease up. They can't get much worse and still support a viable city. So-called "Gridlock" seems only a matter of degree, even now. Our country is mostly a wonderful place to live. Further growth can add little to our cities' greatness, but can grind it to a standstill of wasted energy and pressure-cooker crowding.



PUMP (FROM PAGE 18)

that is deposited on the walls of the conduits or blood vessels that supply blood to the heart. Eventually, the blood vessels become stiff and narrow, which diminishes the flow of blood to the heart. The pump fails when the blood supply to the heart fails to meet the energy demanded by the activity of the heart. Despite ongoing research in this area, the process is not reversible in man as yet. The approach, therefore, is prevention. Those people whose cholesterol level is 200 or below have a lower incidence of heart disease. The cholesterol level is determined by two factors, the first is genetics, but since we cannot do anything about it, we'll skip this facet. The other element is diet. One has to decrease the intake of cholesterol in the food that we ingest. There are medications available to lower cholesterol and many more are on the back burner, so to speak, that have fewer side effects. You and your doctor can design the best diet and/or medication that is right for you. There are other causes for elevation of cholesterol such as disease of the thyroid gland (decreased activity or hypothyroid) for instance. The treatment in these secondary cases is directed to the primary cause rather than to cholesterol per se.

Other risk factors includes diabetes and high blood pressure. Suffice it to say at this point that these diseases must be diagnosed and treated to decrease their contribution to heart failure. These I leave to you and your doctor.

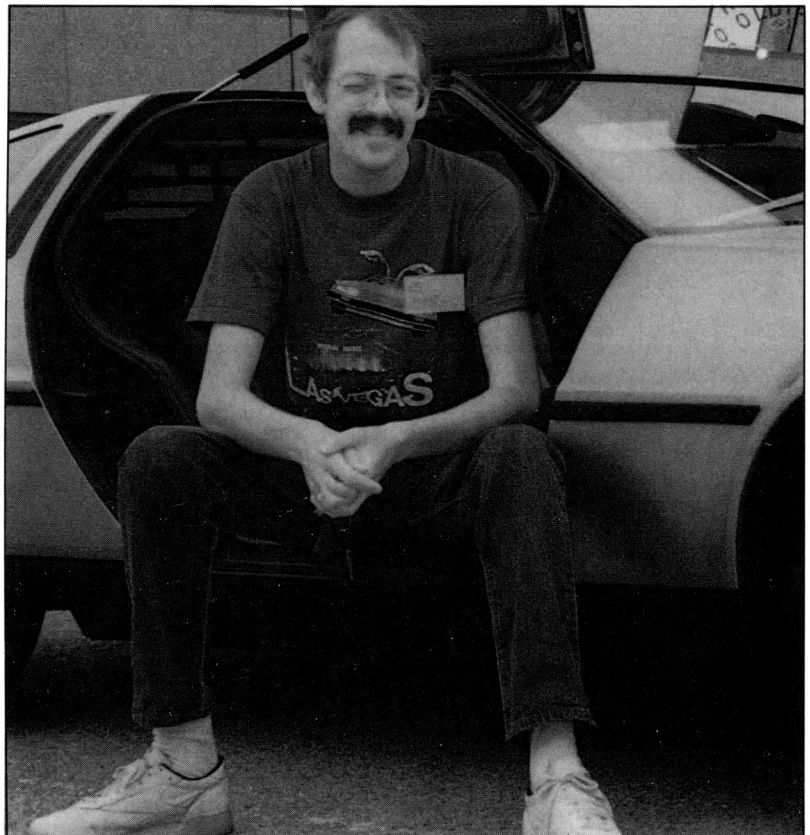
For practical purposes, the care of the DeLorean driver pump revolves around common sense. As far as diet is concerned, moderation is the key and avoidance of excesses in fatty foods, sugar and booze. Do not smoke or even think of starting. Stop cigarette smoking if you are a smoker, by whatever means. Exercise regularly, at least two or three times a week. Isometric exercises are not recommended. They raise blood pressure inordinately and do little for cardiovascular conditioning.

Recent data indicates that low dose Aspirin (one or two Aspirin) a day for those who have no contraindication prevents strokes and heart attacks. Similarly, two drinks a day (if one is not an alcoholic or for one who has no contraindication) is beneficial. One cannot, of course, save the two drinks and booze the allocation in one sitting.

Regular check-ups to detect early signals of heart disease. One of the subtle

signs is decrease in physical tolerance. That is, running out of energy. Some misattribute it to aging, which can be disastrous. Discomforts anywhere below the chin to the level of the belly button brought on by exertion or emotional upset should not be taken lightly. This is called Angina Pectoris. See your doctor or go to the nearest emergency room for evaluation. Call the paramedic (911) in emergency. It is better to err on the side of it being something minor, because it could be the beginning of a heart attack. The first few

hours of a heart attack are crucial. It is the time when most death occurs. Furthermore, the complications of heart attack such as irregularity of the heart activities and congestive heart failure, which are the most common causes of death, are treatable. Medications such as beta blockers and streptokinase when given early can decrease the amount of heart damage. Do not take chances or procrastinate. The proper care of your pump can save your life, so you can enjoy our DeLorean for years to come.

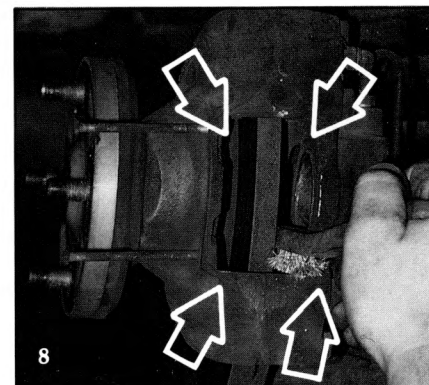
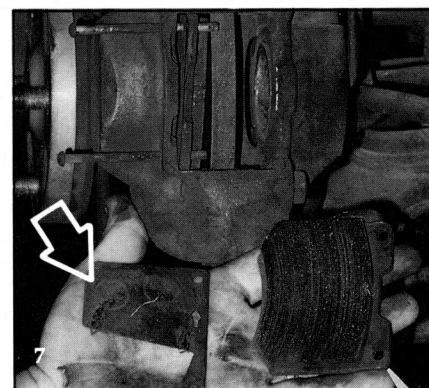
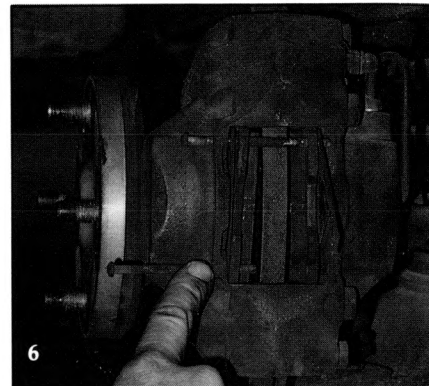
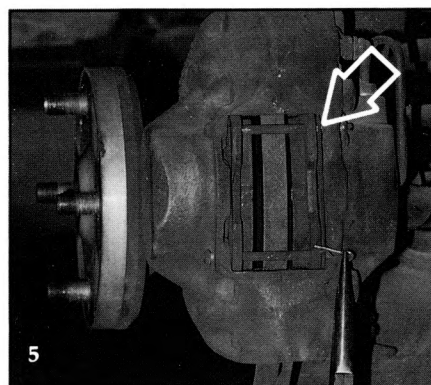
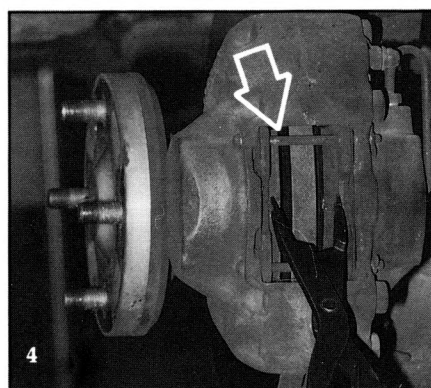
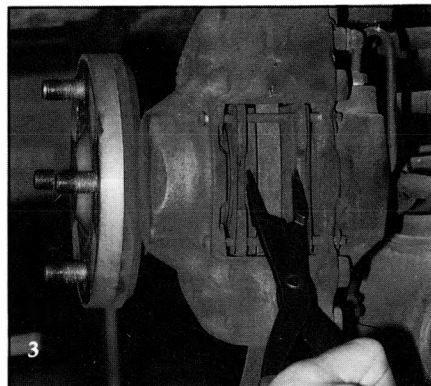
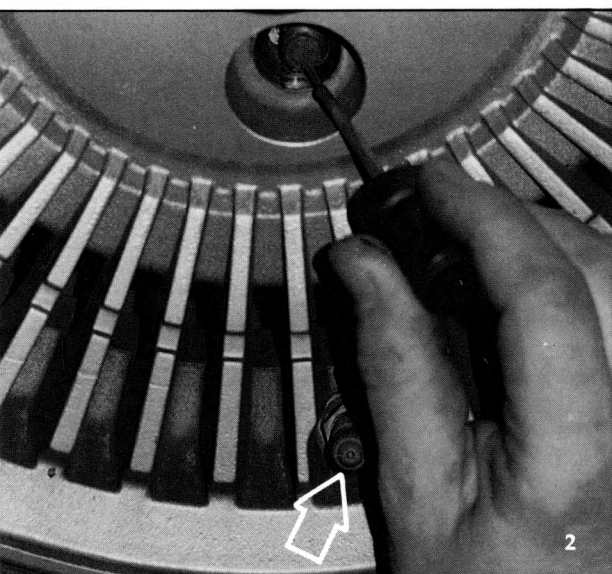


Jim Albro

and his DeLorean

Jim passed away on September 13 at the City of Hope.

Jim enjoyed all of the activities he was able to attend with the DOA and was especially glad that he was able to attend the Las Vegas Convention before he entered the hospital. This was a very special weekend for us. An extra special treat was Jim getting interviewed for T.V. Jim loved his DeLorean and had many special memories of it and the club activities.



Replacing Brake Pads on the DeLorean

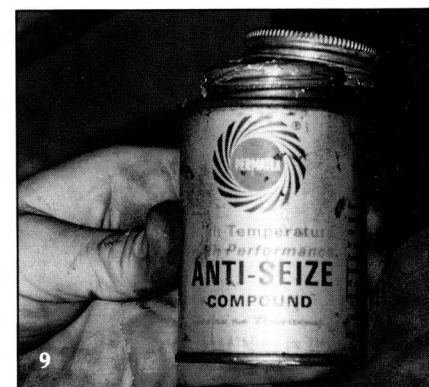
by Don Steger
photos by Kjell Myhre

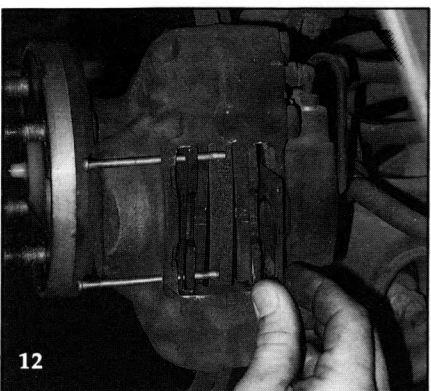
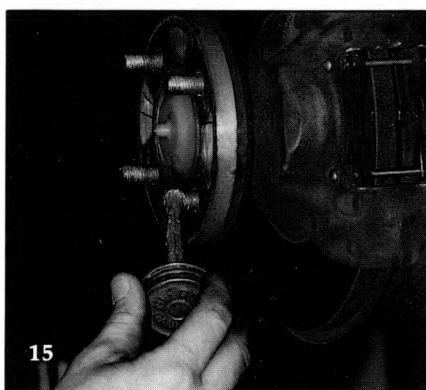
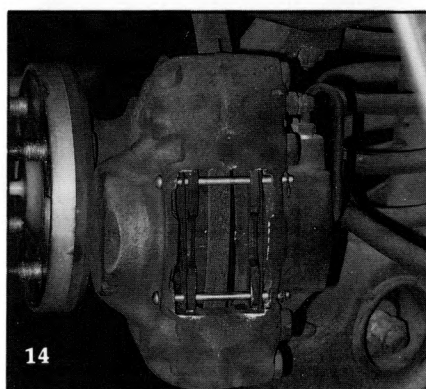
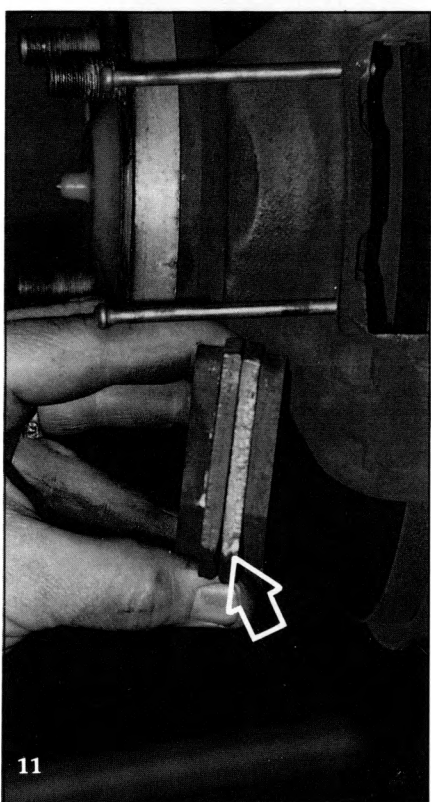
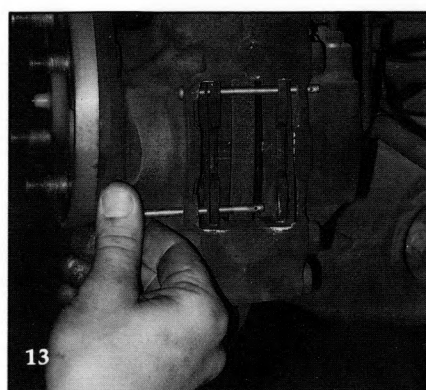
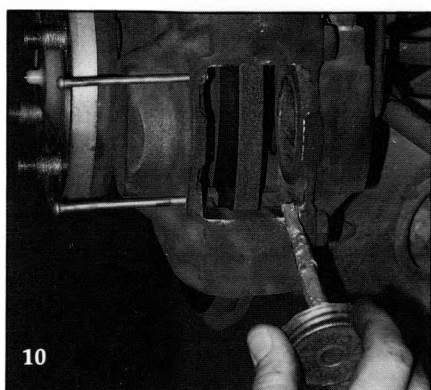
Tools Required:

Torque Wrench
19mm Deep
Socket (3/4")
Lock Ring Pliers
(Snap-on 70CP)
Needle Nose Pliers
Wire Brush
Wire Wheel Brush

Anti-Seize
Compound
Marking Paint
Floor Jack
Stands

Refer to DeLorean Manual for Tire Change Procedure. Loosen lug nuts before raising vehicle. Raise vehicle to remove tire. Before removing tire, remove lug nut closest to valve stem and mark stud with marking paint (Photos 1 & 2). Separate brake pads with lock ring pliers (Photos 3 & 4). NOTE: Should the brake pads be excessively worn, excess fluid may back up into master cylinder and overflow. CAUTION: Brake fluid spilled on frame will attack and deteriorate epoxy paint coating.

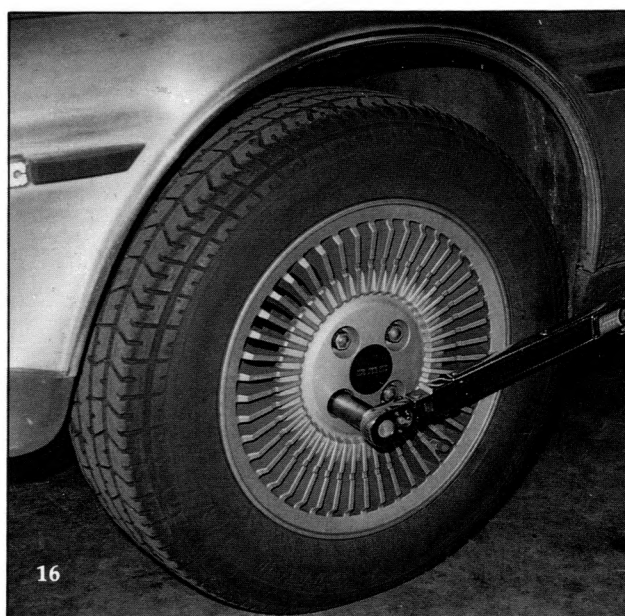




Expand pads to maximum separation against calipers (Photo 4). Remove pin retaining clips (2) from pad retaining pins (2) (Photos 5 & 6).

Retract pad retaining pins all the way out and clean with wire brush. Remove brake disc pads and anti-squeal shims (Photo 7).

If same brakes are reinstalled, make sure they go back in same location because of wear pattern. Inspect brake discs for excessive grooves (wear). Should grooves exceed 1/16" in depth, disc should be turned. NOTE: Should the steering wheel



shake only upon applying brakes, it is recommended that discs in front be checked for runout with a dial indicator. Readings of .005" or more indicate turning of disc is required. Discard disc if thickness dimension is less than 11.7mm. If new disc is installed, or if disc is turned, new pads are recommended.

The following brake pads for the front are preferred: REPCO DELUXE D174D or BAP/GEON DELUXE 1720174D. For the rear: BAP/GEON DELUXE 1720097D. The original pads are softer and do not last as long and cause excess dust on rims.

Use wire brush to clean mating surfaces of metal brake pad (Photo 8). Apply anti-seize compound on metal mating surfaces on brake caliper (Photos 8, 9, 7 & 10). NOTE: Make sure that anti-seize compound is not applied on discs, and only on metal portions on brake pad ends (Photo 11). Any cleaning should only be done with alcohol.

Re-install components in reverse order of disassembly. If pins are not freely inserted, holes should be enlarged slightly (Photo 7). Anti-squeal shims must be installed on the outside of brake pads (Photos 12, 13, & 14).

Apply anti-seize compound to wheel studs (Photo 15). Torque wheel nuts to 60 Ft.-Lbs.

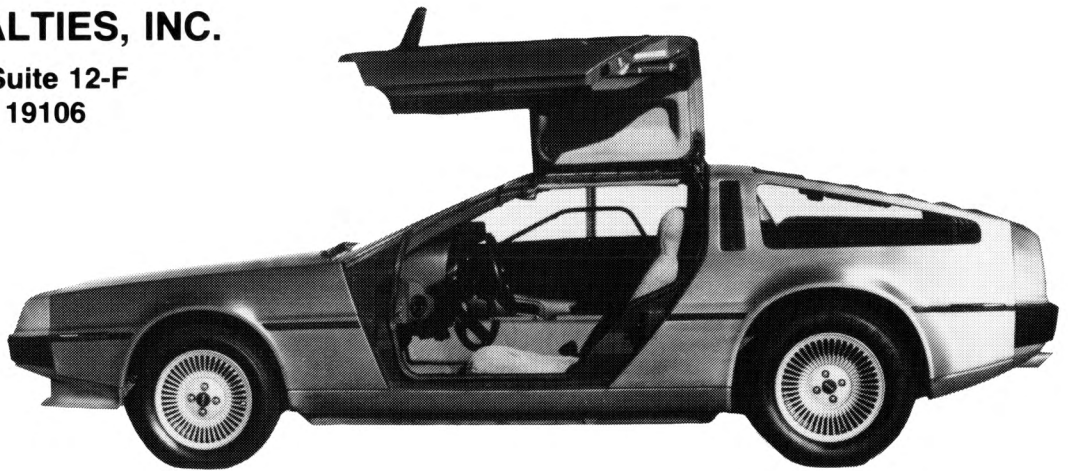
NOTE: photos show 1/2" spacer plate which is not standard but can be used to widen wheel base in front only.

MORE TECH NOTES PAGE 27

DELOREAN SPECIALTIES, INC.

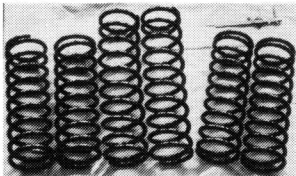
220 Locust Street, Suite 12-F
Philadelphia, PA 19106

To order please call
(215) 625-4932 after
5 PM EST or weekends.



DELOREAN EURO-SPEC SPRINGS -

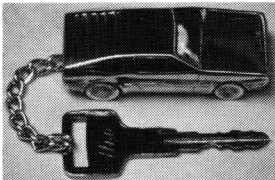
To have been used on cars sold in Europe. Lowers the front 1.75" and the rear 0.25". The ride is 20% softer. The appearance, aerodynamics, handling, ride, steering and high-speed stability are greatly improved. Front (\$60.00 ea.) Rear (\$62.50 ea.)



2 SPRINGS - To lower front suspension only. Lowers front end 1.5" to match the stock rear height. (\$70.00 ea.)

STERLING SILVER KEY CHAIN -

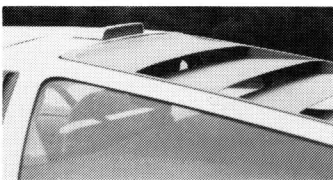
A 1/48 scale model DeLorean in sterling silver. A hand cast, detailed and polished piece of jewelry. One blank key is provided. Specify the VIN # of your DeLorean. (\$180.00)



WHEEL RING - IN GOLD OR SILVER - DeLorean front wheel cast on the face of an 18k gold or sterling silver ring. This finely detailed ring has the DMC logo and lug nuts. The spokes are cut through the ring. Hand cast and polished. Please specify your ring size. Silver (\$95.00) Gold (\$475.00)

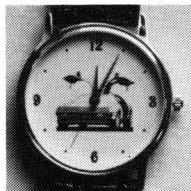
3RD, EYE LEVEL STOP LIGHT -

A proven safety item which updates the car's styling. Can be mounted on the T-top with a double-sided adhesive. All metal part. Includes wiring and template. (\$105.75)



THREE-PIECE MODULAR WHEELS - Similar to BBS design. Three-piece construction ensures perfect match in offset and width to stock wheels. Specify color - Gold, Silver or Black. (\$1,380.00 special)
DMC logo center caps are optional. (\$20.00 per set)

DELOREAN WATCH - DeLorean artwork by Theodore C. Alexander, Jr. Dial shows a detailed, front 3/4 view of a DMC-12 with both gull-wing doors up. Gold plated, battery powered, quartz movement, leather band. (\$49.50 special)



CRUISE CONTROL - Factory look control switch replaces the stock turn signal switch. Our cruise control retains the horn, flasher, high beam and turn signal functions. Specify automatic or manual transmission. Complete with servo, mounting hardware, wiring and instructions. (\$245.00)

HALON FIRE EXTINGUISHER -

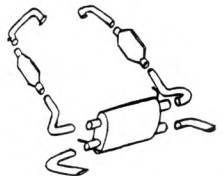
This compact personal fire extinguisher has a 12-foot range. For under dash electrical fires and engine compartment gasoline or grease fires. Mounting bracket included. Fits on lower door panel, console or under dash. For car, shop or home protection. (\$34.95)



ENGINE PRE-OILER - An automatic lubricating system which will deliver oil pressure to the engine five seconds prior to engine start-up. If a turbo is fitted, it also runs for five minutes after shut down. A pre-oiler is especially important for cars in storage and for cars that are often driven for short distances. Specify if equipped with a turbo(s). (\$289.00)

FREE-FLOW MUFFLER SYSTEM - Stainless steel muffler has larger 2" inlet and exhaust pipes. This system has lower restriction for more horsepower and improved sound. Perfect fit using the stock mounts. (\$475.00)

DUAL EXHAUST SYSTEM - Twin pipes and dual catalysts replace the stock system from the manifolds back. Eliminates the cross-over pipe. Twin 2" pipes greatly reduce back pressure for higher horse power. (\$875.00 soon)



PERFORMANCE SHOCK ABSORBERS - KYB shocks manufactured especially to our specifications for the DeLorean. Improves both the handling and ride quality. More compliance on sharp bumps. With warranty. (\$289.00)

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REAR WING - Made of light weight aluminum with fiberglass tips. Molded especially to the car. (\$207.00)

DELOREAN RADIO-CONTROL MODEL - This 1/10th scale, high quality radio controlled Asphalt racer with all the accessories. Fun for the whole family. Hand painted. Body and R/C chassis (\$150.00); Battery charger (\$60.00); Radio controller (\$99.00); Battery pack (\$33.00)

MODEL CAR available without the motorized chassis. (\$90.00)

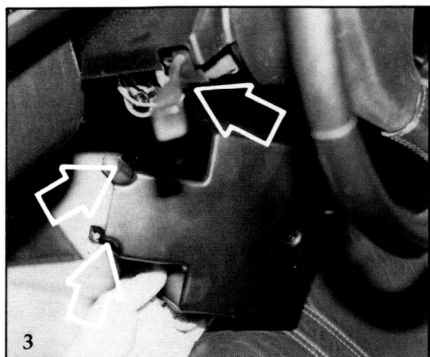
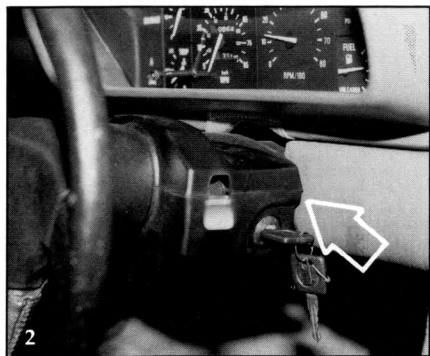
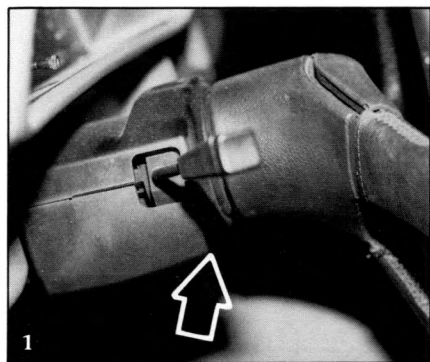
Replacement of the Ignition Switch

by Don Steger, Professional Advisor
Photos by Nancy Steger

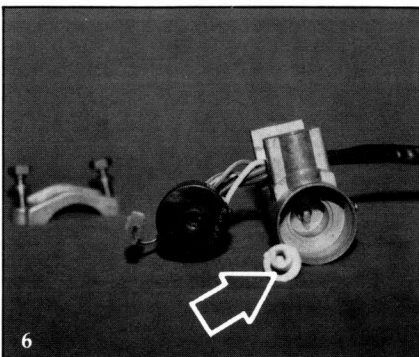
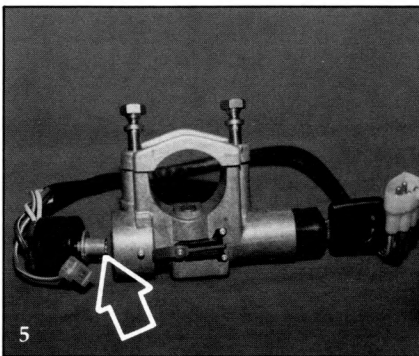
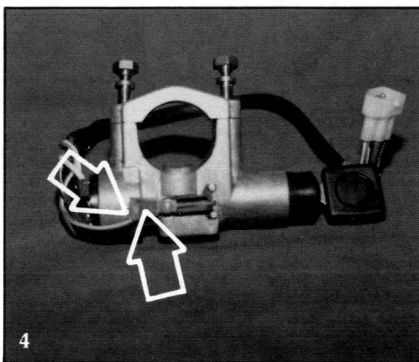
Are you having trouble with the spring loaded portion of the steering column lock assembly? If so you need to replace the ignition switch. This can be done without replacing the entire steering column lock assembly. This procedure is simple and will save you money.

Tools needed:
Medium Phillips screwdriver; Ignition switch (part #106679)

Remove the 3 Phillips screws under the panel located between the steering wheel and dash (photos 1, 2 & 3).



Remove keys and remove lower panels. Next pull off the wire connector (photo 4). This exposes the small Phillips head (photo 4). By loosening up Phillips screw, a round plastic socket supporting the ignition switch, the wires will be able to be removed as one unit (photo 5). Note: In the center of the ignition switch plastic housing, there is a small metal yoke which only fits one way. This piece (yoke) interlocks the ignition switch and the metal portion of the steering column lock assembly (photo 6). At this point replace with the new unit and reverse the process and your difficult 15-minute task will make your ignition switch work as though you have just replaced your whole steering column lock assembly.



Antenna Replacement

by Tom Long

When the antenna mast of the electrically operated antenna on the DeLorean stops going up and down, it's nice to know that a replacement unit is available from the manufacturer of the original. Harada Industries of America (1650 W. Artesia Blvd., Gardena, CA 90248) still makes the fully automatic antenna used for the disappearing act on the rear of the car as Model RXB20. It may not be available from a local distributor, but they have an 800 number that will let you order it from them directly: 1-800-421-2753. However, it may not be necessary to purchase the whole unit because the problem may be just in the mast and that unit is designed to accommodate a replaceable mast: Model RXMB-5 (\$14.76 plus \$2.00 S & H).

If your problem is that the old mast has been bent or broken, order an RXMB-5 replacement mast from Harada before you even start the job because it may be possible to replace the mast without even removing the unit from the car. Also, the instructions that follow will be easier for you to understand if you have the replacement mast in front of you. The new mast comes with a new nylon serrated "cord" and a thin wall tube that makes a sliding connection to the mast.

REPLACING THE ANTENNA MAST WITHOUT DISMANTLING THE ANTENNA (The instructions following immediately are paraphrased from information and figures provided by Harada.)

1. Remove just the octagonal portion of the antenna mounting nut per Fig. A. Note: the mounting nut consists of both an outer (octagonal) and inner nut. The inner nut holds the antenna on the car (mounting bracket).

2. To remove the antenna mast, activate the antenna switch to the up position. After the mast is fully up, it can be pulled out of the unit by hand. The contact spring (Fig. B) located at the bottom of the mast should also be removed, but it is not absolutely essential. Slip a pen knife under the thin lip and pry it up and out.

3. Insert the new mast assembly into the antenna housing per Fig. C.
a. Face the serrated side of the plastic cable towards the motor side of the unit.
b. Plastic cable can be inserted freely to approximately 12 inches and then it will stop.

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DeLorean Improvement, Inc.
4211 Radnor Rd., Radnor, Ohio 43066

ANTENNA (FROM PAGE 27)

c. Electrically operate the antenna to the down position as you feed the plastic cable in until you feel it catch onto the gear mechanism of the drum housing.

d. If the plastic cable does not mesh with the gear, twist the cable slightly clockwise or counter clockwise until the cable is pulled into the housing while the motor is in operation.

4. After the cable goes into the housing 12 to 25 inches, stop the motor.

5. Insert the mast section into the antenna housing and install the contact spring provided with the new mast by sliding it down over the mast per Fig. D. Be sure that the flanged side of the contact spring is at the top.

6. Remount and tighten the antenna mounting nut, thereby capturing the contact spring and preventing the mast from being pulled all the way out.

7. Operate the antenna up and down several times and it will automatically adjust itself to operate between the fully up and fully down position.

How do you get to the antenna unit for repair or replacement? It is located behind a panel in the engine compartment. Re-

move four hex head bolts and then you'll find that the fuel vapor canister that is mounted on the panel prevents it from coming out simply. The trick is to rotate the panel 90 degrees clockwise to get clearance and then it lifts out of the way and gives access to the antenna unit. Be sure that the antenna is retracted almost fully. This may take some pushing on the mast while the antenna is supposed to be retracting. In my car, there is a sheet metal bracket holding the antenna that is fastened to the rear of the car with one nut and there is a supporting metal strip coming up from the bottom of the car to one of the screws holding the antenna unit to the bottom of the bracket. It is easier to remove the metal strip from the floor of the car. Now the antenna unit lifts out, but the control wires and the shielded antenna lead extend forward to the area just behind the driver's seat under the shelf. It can be reached just as if you were getting to the fuses and relays behind the passenger seat. Unplug the control wires and the antenna lead and then use electrical tape to fasten them to a string or a heavy wire so that they can be pulled through

WE GOOFED!

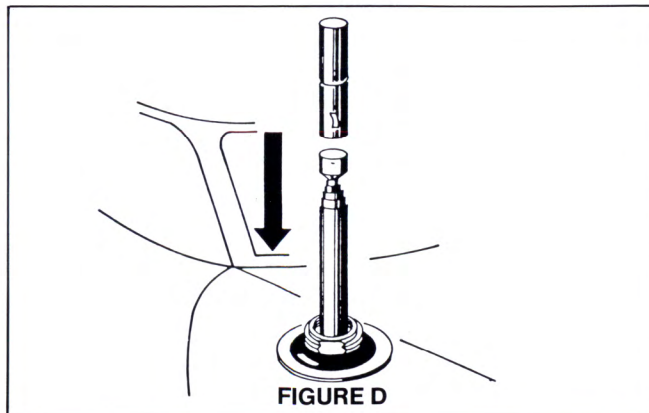
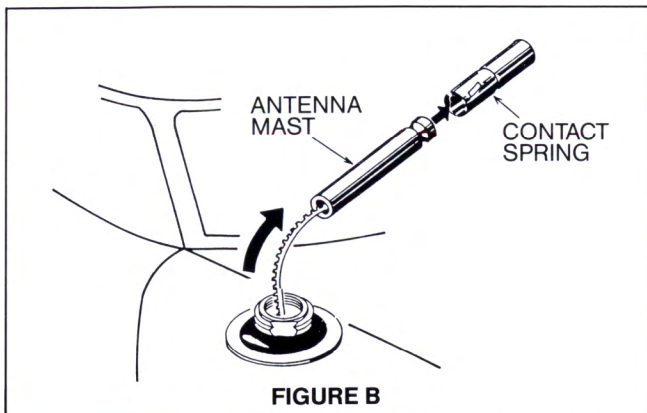
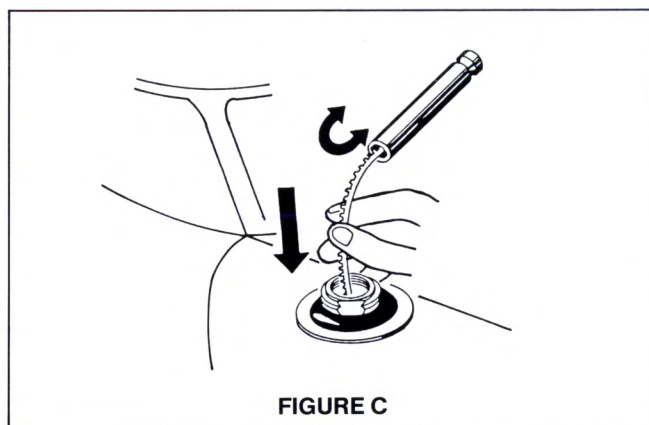
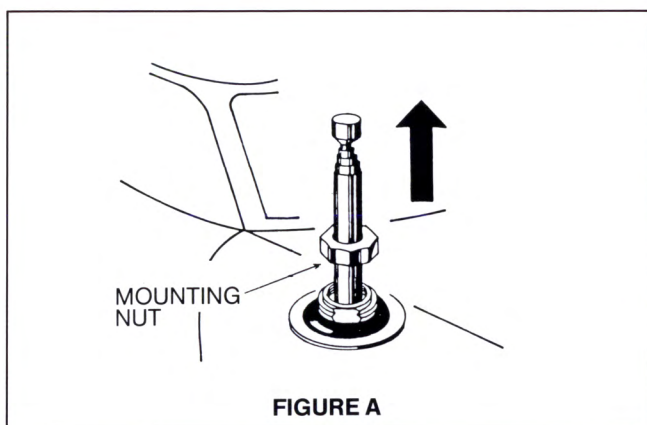
In the last issue of DELOREAN WORLD we failed to mention and recognize R.L. Totman for his "Seat Belt Buzzer" schematic diagram (Fall '87, page 37)

—Ed

the rear fire wall and retrieved when you re-install the antenna. Carefully pull the wires and retrieval line through the fire-wall and now you can take the antenna unit, along with the support bracket, to the workbench.

In my case, the reason that the mast would not retract was that a nylon cord that meshes with a gear in the drive unit, thereby pushing or pulling the mast, was broken. By removing a metal canister type cover on the drive unit, a plastic canister underneath which takes up the nylon cord is exposed. Remove a "C" clip to take this off and the broken parts of the nylon cord can be removed. Clean out the plastic canister and re-install it. While you're at it, take the antenna unit out of the mounting bracket. By this point, it should be pretty clear if the problem can be solved with just a replacement mast. Assuming that it is, get a RXMB-5 mast from Harada before proceeding.

CONTINUED ON PAGE 33





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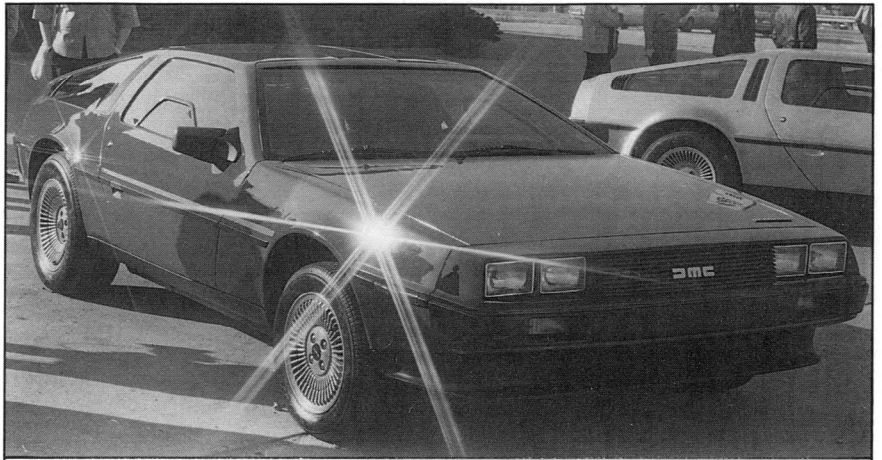
CHAPTER 32 (FROM PAGE 15)

1981. So where do you go from a nucleus of five? You ask everyone you talk to if they know of any DeLorean owners in the area, you make a lot of phone calls, and you ask the national association for a list of members, (Ed found an owner following him down the highway and traced another with just a street name) and you come up with a mailing list.

Matt and Ed still had no organization, but they did have the names and addresses of 22 owners. The co-coordinators sent out their first mailing announcing the formation of a new regional chapter. Matt suggested sending a copy of the mailing list to each person on the list to prove there were other owners in our midst. It worked! Several names were added to the growing list. A second mailing with reply cards asked for a commitment to attend the initial meeting. A follow-up of phone calls produced the names of more owners. More phone calls were made and invitations extended. The list of potential members was now at 33 in addition to a non-owner who was searching for a DeLorean to purchase.

Meeting day came Saturday, October 31, 1987, 9:00 A.M., at the Western Steer Steak House, Huntington, West Virginia. Johnny Jones, a DeLorean owner and partner in the Steak House, offered one of their meeting rooms gratis complete with coffee and doughnuts. Thank you, Johnny.

Anticipation, excitement, apprehension! Yes! How many owners would really show? How many cars would come to the



A Chapter 32 "Mini Poster"

parking lot with the marquee advertising "DMC OWNERS—OCTOBER 31?"

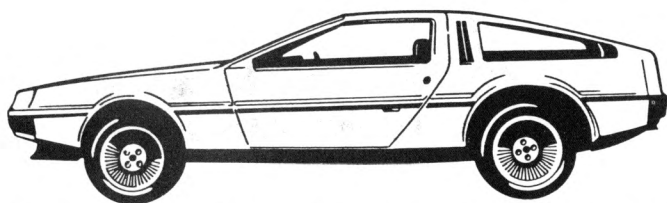
Eventually there were 19 owners and 13 cars in attendance. The meeting was conducted by Matt and Ed. Matt made a dynamic and informative presentation of the need for an owners association, and Ed discussed the business aspects and other advantages of the need to belong. Interest was high to say the least. Two owners who had their cars in storage for over two years, vowed to activate their DeLoreans at once. Many problems and solutions were discussed, much to the amazement of many and the satisfaction of others. What was happening? The very

reaction Matt and Ed hoped for. Everyone not only sensed, but was witnessing, the need for organizing Chapter 32.

Ed Bernstein of DeLorean One, sent back issues of DeLorean World and Parts Catalogues along with great gifts. The gifts were raffled and the new Chapter 32 treasury came into existence. Four new memberships were gained and twelve others took applications. Election of officers was deferred until the next meeting in February. Many photos and a video were taken. The meeting was a success and everyone moved to the parking lot for another hour of perusing the stainless steel beauties.



Chapter 32 owners



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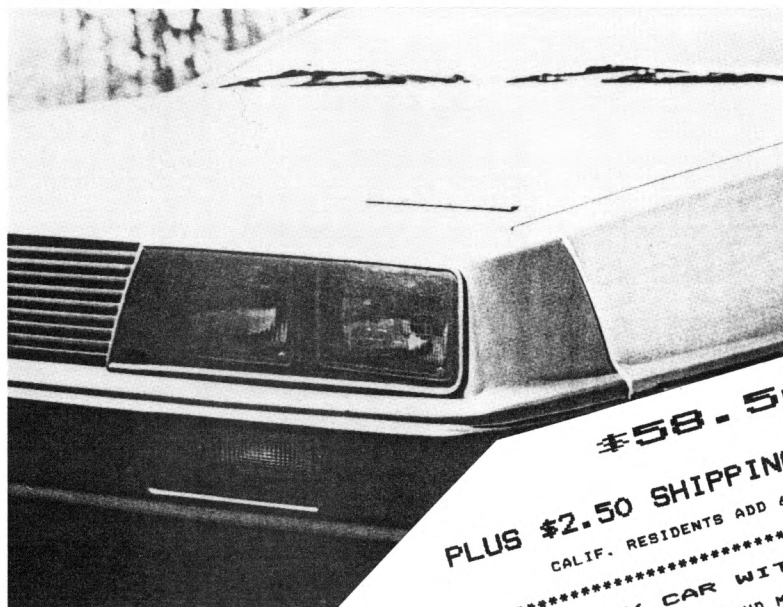
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AERODYNAMICS

- Improved aerodynamics for fuel economy
- Motor Trend — July 1982 (page 114)
"If you look at European cars headlight design... Many are covered or flaired in at the nose for better air flow... The lack of flaired in headlights can add 0.01 (2 to 3%) to the drag coefficient of a car..."
- Customers report 2 plus miles per gallon improvement at highway speeds.

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- Secret hidden attachment
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Observations on Lubricants

by Jack and Betty Beecher

L.O.F. Have you heard that term somewhere? Well, in the large dealership business it refers to Lube, Oil change, and Filter. But there is a lot more to it than that.

Lubrication of your DeLorean and other fine cars means keeping it alive now and many miles down the road. Getting it done right sometimes means doing it yourself. Let me share some of my experience with you.

The first one we all know about is the engine oil. What kind? What weight? How often? That is the subject that needs more space than I have now. Let me tell you what I have been pouring into Rolls Royce, Volvo, Mercedes Benz, Ferrari, Jaguar, Ford, our Dodge Lancer, 1904 Oldsmobiles and etc. for 30 years and have had no problems — "plain" old Castrol. Weightwise you should follow the factory manual in any case. I add nothing to it, the factory (CASTROL) does that. Synthetic "oil" like Ams Oil will be more and more in our future as time goes by.

Steering Gears: Manual, rack and pinion type as used in DeLoreans, Jaguars, and many British sports cars. They need to work easy at all temperatures, not leak and reduce steering effort. Military spec track roller grease seems to be the way to go. Rack and pinion steering is a sliding,

low speed, hi-lo temperature problem. Track rollers are found on Caterpillar crawler tractors and army tanks. It must flow at sub zero, hang in at 180° and not "weep" or run out if the seals go bad. Some brands or specs have "Moly-Lube" mixed in and that is even better. Get it at your local John Deere Farm store or call around until you find a Caterpillar dealer. It may come only in one-gallon buckets. Also consider rear axle flex joint grease as used in DeLoreans, Volkswagens, Mercedes Benz, etc. It has all the same characteristics of a manual rack and pinion gear. Power steered cars often share their oil with the manual part of the system. This is just a type "A" automatic transmission oil anyway.

An exceptions to this is a "booster" system as used on early Rolls Royce, Bentley, Ford and many trucks. Those steering gears are filled with 90 weight gear oil! Tests show that they steer easier and last longer with track roller grease (and do not leak).

Tie rod ends and ball joints need a good Moly-Lithium grease. Sears should have it in gun cartridge style containers. It stays on the job and is more waterproof than normal "grease."

Wheel bearing; front and rear disc brakes: Castrol "L.M." or Ams Oil Disc Brake wheel bearing grease. Any wheel with disc brakes needs the best; the heat generated by stopping is just too much for old style grease. Many good brands

are available, but read the labels. They must say "for disc brakecars." "Lubriplate" is very good, also. "Lubriplate" is well known in industry. Their wheel bearing grease is used at the Indianapolis 500. It has to be good. Stick with brands that the "big boys" in racing use. They try everything for long life. You have to finish to win. "Lubriplate" makes a grease that is called "white lube" by mechanics. It is high temperature, clean and stays on the job. It comes in handy tubes. It can be used for coating wheel bolts and other heavy duty threads such as suspension bolts. This will enable you to remove them later and be able to tighten them to the correct specification.

Dry Lube aerosol by "United" #139 is a dry teflon spray used where you don't want to get grease on your clothes. Use on door latches, deck lid latches, etc. It is waterproof, invisible, and it does not attract dust and dirt. Dry teflon will keep your weather strip around your doors and deck lid from freezing to your body work.

Graphite paste and "Neverseize" compounds will keep your spark plugs from freezing in your engine. Coat your spark plug threads before installing plugs. These lubricants work well on wheel bolt threads and all other critical threads throughout the car.

Silicone sprays: Easy to buy, work on some jobs, penetrate a little, read the label. There are lots of these around so a trip to an industrial supply house would be time well spent. K-Mart is not the "standard of the world" here.

If you need a penetrating oil, the best has to be "Silikroil" by Kano Labs of Knoxville, Tenn. This product will dissolve rust. It is used by nuclear power plants and will loosen any frozen part. On a rusty hinge for instance, spray hinge with Kroil, wait 5 minutes, then add some light oil. The Kroil will draw it right in.

A product in aerosol cans is called LPS-3. It is good for use between wheel and hub. It leaves a waxy film that waterproofs the iron for about 2 years. It also helps prevent bi-metal corrosion between the mag wheel and iron hub.

You can lube your gas. Add an upper lube like "Mix-I-Go" (1 oz. to 10 gal. of gas). It will prevent damaging "dry starts," especially if you only drive some cars once in a while.

Call us if we can help.
Jack and Betty Beecher #2484
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ANTENNA (FROM PAGE 29)

Now remove the old mast. It may be necessary to run the mast to its "up" position to disengage the nylon cord from the drive gear in the bottom. This can be done by re-connecting the unit temporarily back of the driver's seat or by applying +12 volts to the brown wire and the negative lead from the battery to the yellow control wire. The mast is retracted by applying the positive 12 volts to the yellow and negative (or ground) to the white control wire. With the mast in the up position and the mounting nut at the top of the mast support tube removed, you should see the top lip of the old thin wall tube. Remove it by prying it up with a knife blade or similar tool. You should be able to take the old mast out of the support tube along with the residual nylon "cord."

To install the replacement mast: Slip the new thin wall tube into the top of the

mast. Now with the gear drive unit stopped in the "up" position, insert the new nylon drive cord with the gear type serrations facing the motor or canister. Push it in as far as it will go—a couple of inches. Now run the drive unit to the down position and it should pull the mast all the way into the tube and wind up the nylon cord in the plastic canister. Put the top mounting nut back on the top of the mast to hold the thin wall tube in place, then cycle the antenna unit up and down a couple of times and the end positions of the new mast will center themselves automatically.

Re-mount the antenna unit into its support bracket. Tape the control wire connectors and antenna lead to the retrieval cord and fish them back through the rear fire wall. Slide the antenna unit back into the rear compartment and bolt it in place. Put the electrical connections back together and you're ready to roll. 

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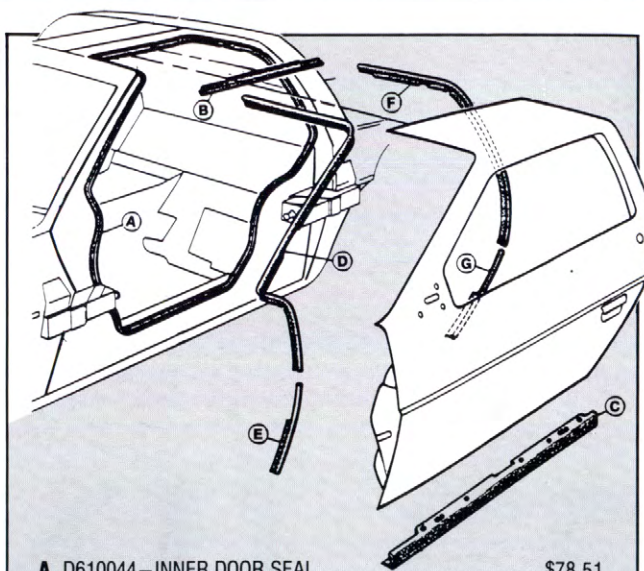


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